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Department of Planning & Zoning**

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**STAFF REPORT
2005-2006 AREA PLANS REVIEW**

SUPERVISOR DISTRICT(S): Braddock

APR ITEM(S): 05-I-14A

NOMINATOR(S): Terry Wanbaugh, Co-Chair, Areas I & II, Braddock District APR Task Force

ACREAGE: 3.03 Acres

TAX MAP I.D. NUMBERS: 69-4((1))49A,51,52

GENERAL LOCATION: South of Braddock Road and east of Rolling Road.

PLANNING AREA(S): I

District(s): Annandale

Sector: Accotink (A6)

Special Area(s): N/A

ADOPTED PLAN MAP: Office, Retail & Other

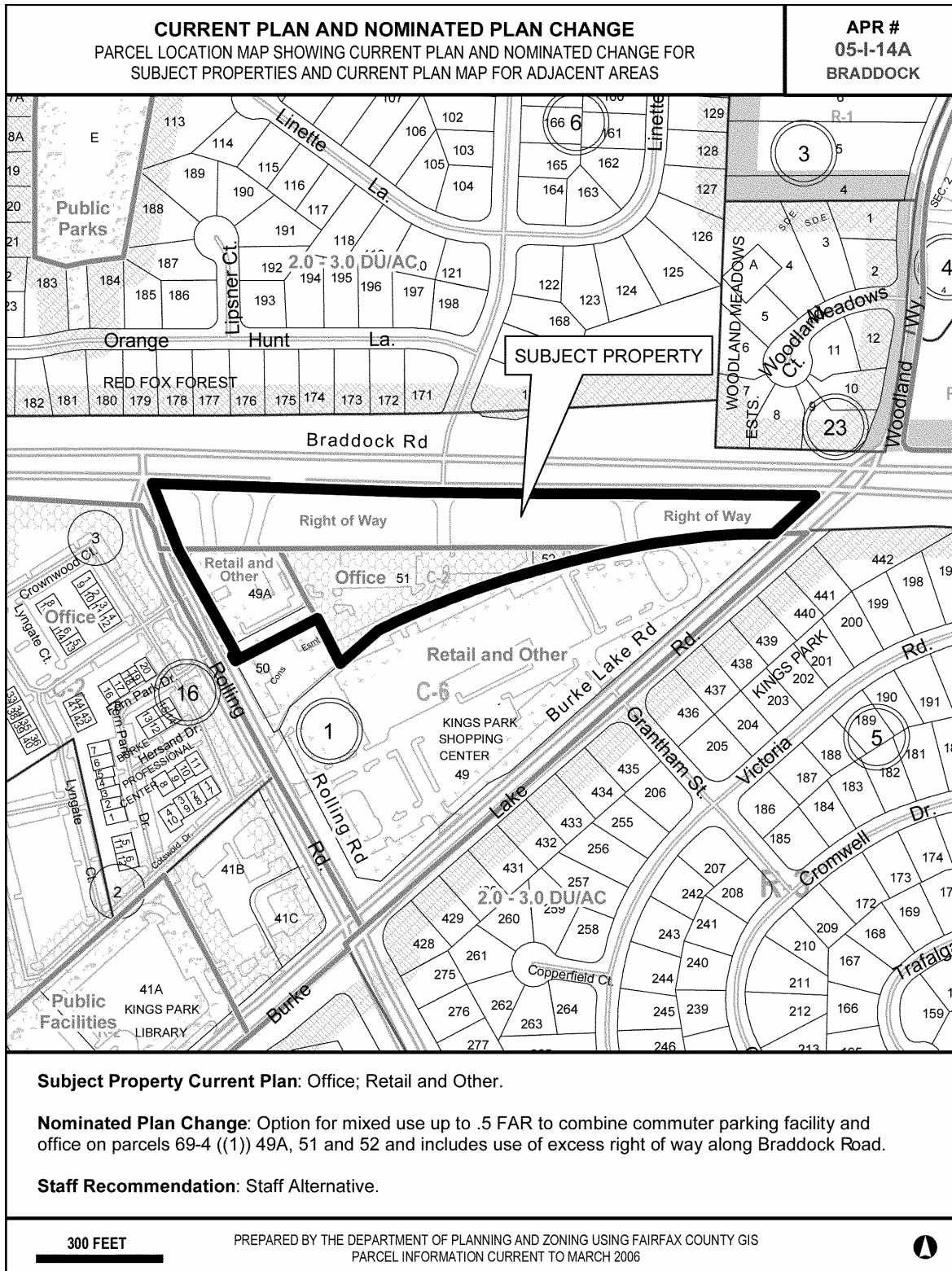
ADOPTED PLAN TEXT: No specific Plan text. General guidance regarding commuter parking facilities along Braddock Road.

For complete Plan text see <http://www.fairfaxcounty.gov/dpz/comprehensiveplan/planareas.htm>
<http://www.fairfaxcounty.gov/dpz/comprehensiveplan/area1/annandale.pdf>
No specific Plan text. General Transportation guidance on Page 4.

PROPOSED PLAN AMENDMENT: Option for mixed use up to .50 FAR to combine commuter parking facility and office on parcels 69-4((1))49A,51,52 and includes use of excess right of way along Braddock Road.

SUMMARY OF STAFF RECOMMENDATION:

_____ Approve Nomination as submitted
___X___ Approve Staff Alternative
_____ Retain Adopted Plan



CONTEXT

General Location: The subject property located south of Braddock Road and east of Roberts Road.

Planned and Existing Land Use and Zoning:

Subject Property: Parcel 69-4((1))49A is planned for retail use, zoned C-6 and developed with retail use. Parcels 69-4((1))51 and 52 are planned for office use. Parcel 51 is developed with office use and zoned C-2. Parcel 52 is currently vacant and zoned R-3. In addition, excess right of way of Braddock Road is also part of the nominated area.

Adjacent Area:

North: The areas to the north of the subject property, across Braddock Road is planned for residential use at 2-3 du/ac, zoned R-3 and developed with single family uses.

East/South: The area to the east and south of the subject property is planned for retail use, zoned C-6 and developed with Kings Park Shopping Center.

West: The area to the west of the subject property is planned for office use, zone C-2 and developed with Burke Professional Center office condominiums.

PLANNING HISTORY

No Comprehensive Plan changes were proposed for this area since 1997.

ADOPTED COMPREHENSIVE PLAN TEXT

The Comprehensive Plan text does not provide specific guidance for the subject property. However, general transportation policy guidance regarding commuter parking facilities along Braddock Road is provided as follows:

Fairfax County Comprehensive Plan, 2003 Edition, Area I, Annandale Planning District as amended through 12-6-2004, Overview , Transportation, Page 4:

“Braddock Road and Little River Turnpike are major commuter routes serving the Annandale Planning District and areas further west. Corridor studies should be done to investigate transportation alternatives. There are few if any opportunities to add highway capacity. To serve growing travel demands, additional transit service and programs to promote carpooling are needed in this area.

On Braddock Road, the Plan map includes HOV lanes from Burke Lake Road to I-495. In future corridor studies of this facility, consideration should be given to the use of contra-flow lanes and/or other designs that do not add to the overall width of the existing pavement and which do not impede access from adjacent neighborhoods.

Community-and neighborhood-sized commuter parking facilities are needed along both Braddock Road and Little River Turnpike. Park-and-ride lots could be built for commuters, or shared parking arrangements could be made with churches, parks, and other uses. Provisions need to be made for safe pedestrian access between bus stops, park-and-ride lots, and nearby developments.”

The adopted Comprehensive Plan Map indicates that the subject area is planned for office and retail uses.

NOMINATED PLAN AMENDMENT

The Plan text as submitted with the nomination proposed that parcels 60-4((1)) 49A, 50, 51 and 52 be considered for a mixed use facility that includes a commuter parking facility and office use. In addition, the nominated text indicated that right of way along Braddock Road should be used for safe ingress and egress. The nominator, during discussions at Braddock APR Task Force meetings, provided several modifications to the proposed Plan text. One change was that parcel 50 was no longer part of the nominated area. The modified text further states that the any excess right of way along Braddock Road should be utilized for parking facility and that significant buffer should be provided along Braddock Road to minimize noise, visual and light pollution impacts on the residential neighborhoods to the north. The modified text reads as follows.

“To better meet current transportation needs and the planned HOV lanes on Braddock Road, as an option, a public/private partnership could be considered for a mixed use facility to combine commuter parking with offices in the parcels (Tax Map 69-4 ((1)) 49A, 51 and 52) abutting the south side of Braddock Road and adjacent to Kings Park Shopping Center. The right of way along Braddock Road should be used for safe ingress and egress. Any excess right of way should be utilized for the parking facility. The site will require significant buffering along Braddock Road to minimize noise, light pollution, and line of site impacts to the residential neighborhoods on the north side of Braddock Road.”

ANALYSIS

The subject area consists of three parcels and abutting excess right of way of Braddock Road. Parcel 69-4((1))49A is planned and developed with retail use. Parcel 69-4((1))51 is planned and developed with office use at 0.49 FAR. Parcel 69-4((1))52 is planned for office use and is

currently vacant.

The Braddock Road corridor, which the current Plan recognizes as one of the major commuter routes in the area, is served by Metrobus 17 lines during both peak and off-peak period. The Fairfax County Transportation Plan designates HOV lanes on Braddock Road from Beltway to Burke Lake Road. The current Plan also recognizes the need for community and neighborhood sized commuter parking facilities along the Braddock Road. The Plan suggests construction of park and ride lots or shared parking arrangements with the other uses in the area. At present, the only major commuter parking facilities are located at the Burke Center and Rolling Road VRE stations and do not serve the needs of bus commuters along the Braddock Road corridor.

The nomination proposed that parcels 60-4((1)) 49A, 51 and 52 and excess right of way along Braddock Road be considered for a mixed use up to 0.5 FAR that includes commuter parking and that sufficient screening and buffering be provided along Braddock Road to minimize visual, light and noise impacts on the residential neighborhoods to the north. The intent of the nomination, as clarified by the nominator, is not proposing a mixed use but redevelopment of parcels 51 and 52 with a combination of office use and commuter parking facility. As indicated in the land use potential table (Table 1), the proposed redevelopment at 0.5 FAR would not significantly increase the development potential of the subject property. However, locating a commuter parking facility at this location would serve the commuters along the Braddock road and could reduce traffic in the corridor.

Table 1: Existing and Potential Land Use Potential

	Non Residential		
	Total SQ.FT	Retail SQ.FT.	office SQ.FT.
Current Plan /Existing Development - Retail and Office	40,323	2,760*	37,563
Proposed Plan – Office and Commuter Parking up to 0.5 FAR on Parcels 51 and 52	48,837	2,760*	46,077

* Existing retail use on parcel 60-4((1)) 49A would remain.

RECOMMENDATION

As indicated in the previous section, there is a need for commuter parking facilities along Braddock Road. The subject property along with excess right of way along Braddock Road, could be developed with commuter parking facility in conjunction with the existing office and retail uses. Such facility could serve the needs Braddock Road corridor commuters. Adequate screening and buffering along Braddock Road will protect the residential uses to the north, from any visual, light or noise impacts. Staff's recommendation is to support the proposed Plan text with modifications.

PROPOSED AMENDMENT TO THE COMPREHENSIVE PLAN

(Additions are shown underlined; deletions are shown with a ~~striketrough~~):

ADD: Fairfax County Comprehensive Plan, 2003 Edition, Area I, Annandale Planning District as amended through 12-6-2004, Accotink Community Planning Sector (A6), Land Use Recommendation 4, page 96:

“4. Parcels along Braddock Road (Tax Map 69-4((1)) 49A, 51 and 52) north of the Kings Park Shopping Center and excess Braddock Road right of way should be considered for a park and ride facility to meet transportation needs in the area. The park and ride facility could be implemented through redevelopment of parcels 51 and 52 with office use and support retail use up to 0.5 FAR. Neighborhood serving retail use should be retained on parcel 49A. If a park and ride facility is constructed, a landscaped buffer area along Braddock Road should be provided to minimize visual, light and noise impacts on the residential uses to the north.”

PLAN FIGURES

MODIFY

FIGURE: Fairfax County Comprehensive Plan, 2003 Edition, Area I, Annandale Planning District as amended through 12-6-2004, Accotink Community Planning Sector (A6), Land Use Recommendations General Location Map, page 95: Show location of recommendation #4 on Figure 41.

THE PLAN MAP

Amend the Comprehensive Plan Map to indicate that a commuter parking facility is planned at this location.